

C FINE OLD  
SCOTCH WHISKY.  
L PER DOZEN  
The U \$12.00  
BEST AT THE PRICE.  
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H. PRICE & CO.,  
119 Queen's Road.

# The China Mail.

ESTABLISHED 1845.

Vin St. Lehon  
AN  
INVIGORATING,  
STRENGTHENING  
NATURAL  
TONIC WINE,  
\$18.00 PER DOZEN.  
SOLE AGENTS  
H. PRICE & CO.  
119, Queen's Road.

No. 11,921.

號一十三月五年一零百九千一英

HONGKONG, FRIDAY, MAY 31, 1901.

日四十月四年丑辛

PRICE, \$2.50 Per Month.

## Business Notices.

**W. S. BAILEY & CO.,**  
Engineers, Shipbuilders and Storekeepers.

OFFICES: 60 and 62 DES VŒUX ROAD.  
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Steam and Centrifugal Pumps for Every Service.  
20th Century Forges (the most Perfectly Constructed Forges on the Market).  
Ship's Telegraphs to suit any Class of Vessel.  
Engineer's Combined Pipe Cutters and Wrenches.  
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Champion Screw Drivers, with Patent Non-Slipping Handles.  
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Star Hack Saws and Blades.  
And Engineer's Tools of Every Description.  
Paints, Oils, Packings, Etc., Etc., always in Stock ready for immediate delivery.

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**HOTEL CRAIGIEBURN**

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near the TRAM TERMINUS. TELEPHONE 56.  
For Terms,  
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**CANDIDATES for POLICE in NAVAL YARD Required.** Must be of good Character and British Birth: between 25 and 35 years of age.  
Apply with papers to  
COMMANDER,  
H. M. NAVAL YARD,  
24th April, 1901. 896

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the position of SUPERINTENDENT of PUBLIC WORKS & GOVERNMENT SURVEYOR. Applications and copies of testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, January 25, 1901. 198

FOR SALE.  
RURAL BUILDING LOT 103,  
BARKER ROAD.  
Apply to  
HUGHES & CO. & FINANCE CO., Ltd.  
Hongkong, January 30, 1901. 257

FOR SALE.  
CRUISER YACHT THISTLE for Sale.  
Apply,  
COMMANDER, NAVAL YARD.  
Hongkong, May 13, 1901. 1032

FOR SALE.  
30 PAIRS IRON DOORS, suitable for Godowns, Angles Iron Frames, etc., 7' 0" x 4' 11", 7' 0" x 5' 11", 7' 0" x 6' 11", 7' 0" x 7' 11", 7' 0" x 8' 11", 7' 0" x 9' 11", 7' 0" x 10' 11", 7' 0" x 11' 11", 7' 0" x 12' 11", 7' 0" x 13' 11", 7' 0" x 14' 11", 7' 0" x 15' 11", 7' 0" x 16' 11", 7' 0" x 17' 11", 7' 0" x 18' 11", 7' 0" x 19' 11", 7' 0" x 20' 11", 7' 0" x 21' 11", 7' 0" x 22' 11", 7' 0" x 23' 11", 7' 0" x 24' 11", 7' 0" x 25' 11", 7' 0" x 26' 11", 7' 0" x 27' 11", 7' 0" x 28' 11", 7' 0" x 29' 11", 7' 0" x 30' 11", 7' 0" x 31' 11", 7' 0" x 32' 11", 7' 0" x 33' 11", 7' 0" x 34' 11", 7' 0" x 35' 11", 7' 0" x 36' 11", 7' 0" x 37' 11", 7' 0" x 38' 11", 7' 0" x 39' 11", 7' 0" x 40' 11", 7' 0" x 41' 11", 7' 0" x 42' 11", 7' 0" x 43' 11", 7' 0" x 44' 11", 7' 0" x 45' 11", 7' 0" x 46' 11", 7' 0" x 47' 11", 7' 0" x 48' 11", 7' 0" x 49' 11", 7' 0" x 50' 11", 7' 0" x 51' 11", 7' 0" x 52' 11", 7' 0" x 53' 11", 7' 0" x 54' 11", 7' 0" x 55' 11", 7' 0" x 56' 11", 7' 0" x 57' 11", 7' 0" x 58' 11", 7' 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Telephone No. 185.



CLARETS.	1 doz.	2 doz.	4 doz.
Vin Ordinaire	84.00	168.00	336.00
Medoc	8.50	17.00	34.00
St. Emilion	5.50	11.00	22.00
Margaux	6.00	12.00	24.00
St. Julien	6.50	13.00	26.00
St. Estephe	8.00	16.00	32.00
Ch. Leoville	11.00	22.00	44.00
Ch. Larose	11.00	22.00	44.00

## AMERICAN.

	1 doz.	2 doz.	4 doz.
California	84.50	169.00	338.00
Zinfandel	5.00	10.00	20.00

An Allowance of SEVENTY-FIVE Cents per dozen is made for quarter bottles when returned to our Godown. Special rates for Hogheads.

## BORDEAUX BOTTLED.

	1 doz.	2 doz.	4 doz.
Ch. D'Arzac	11.00	22.00	44.00
Margaux	6.00	12.00	24.00
Ch. Foutet	8.00	16.00	32.00
Ch. Mouton	8.00	16.00	32.00
St. Leon	8.00	16.00	32.00

## H. PRICE &amp; CO.,

12, Queen's Road.

## MEMOS. FOR TO-MORROW.

Meeting.

9 p.m.—Meeting of Zetland Lodge.

Miscellaneous.

2.45 p.m.—Cup and Spoon Competition of Hongkong Rifle Association.

## General Memoranda.

MONDAY, June 3—

3 p.m.—Auction of Crown Land situated at North side of Barker Road.

3 p.m.—Auction of Crown Land situated at Mong Kok Tsui.

TUESDAY, June 4—

Goods per *Shanghai* not cleared by this date subject to rent.

WEDNESDAY, June 5—

Goods per *Shanghai* undelivered after this date subject to rent.

## Exchange.

HONGKONG, May 31, 1901.

On London	1.11 1/2
Bank, Wire	1.11 1/2
On demand	1.11 1/2
30 days sight	1.11 1/2
4 months sight	1.11 1/2
Credit, 4 "	2.00
Documentary, 4 months sight	2.00
On Paris	2.47
On demand	2.47
Credit, 4 months sight	2.51
On Berlin—Demand	2.00
On New York	47 1/2
On demand	47 1/2
Credit, 30 days sight	48
On Bombay	147 1/2
On demand	147 1/2
On Calcutta	147 1/2
On demand	147 1/2
On Singapore	147 1/2
On demand	1 1/2 pm.
On Manila	34 1/2 pm.
On demand	72 1/2
On Shanghai	72 1/2
30 days sight (private paper)	73 1/2
On Yokohama	34 1/2 pm.
Gold Leaf, 100 fine, (per tael)	\$62.25
Sovereigns (Bank's buying rate)	\$10.07
Silver (per oz.)	\$27 1/2



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF AERATED WATERS IN THE FAR EAST.

Our new WEST POINT FACTORY, facing the sea at the Praya Reclamation, is constructed with every attention to the best principles that sanitary science can suggest.

A Perfect System of FILTRATION is employed guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A Staff of English Experts attends to every detail of the manufacture.

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A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY.

**BIRTH.**  
At Matowchow Station, Lappa, on the 20th May, the wife of R. J. Wirtz, I.M. Customs Service, of a Son.

**MARRIAGE.**  
On Saturday, 25th May, at Holy Trinity Cathedral, Shanghai, by the Reverend H. C. Hodges, M.A., JOHN NICHOLSON, Chinese Imperial Maritime Customs, Wenchow, to ELLA CORA SAW, of Pittsburgh, Pa., U.S.A.

**DEATHS.**  
At Shanghai General Hospital on the 27th May, CARLOS O. KNEONAGLO, of Hankow, aged 36 years.

On the 20th May, 1901, MAH LAY TONG, House, Estate and Land Agent, Broker and Commission Agent.

The publication of this issue commenced at 5.40 p.m.

## The China Mail.

HONGKONG, FRIDAY, MAY 31, 1901

It will afford the public—the European section, at any rate—much satisfaction to see that His Excellency the Governor is esteeming himself in regard to the housing of the Chinese. This is indeed satisfactory. Even more satisfactory will it be if His Excellency follows up his initial effort until some reform is effected. Plague, as all authorities agree, is a fifth disease, and whether it was the notorious Bonhar Street drain that first gave plague a hold in this Colony or the innate filthy habits of the Chinese, it is generally believed that the plague lingers on because of the filthy favourable condition of the overcrowded Chinese quarters. We do not know if the Chinese tenements are worse than they were in 1894; but if His Excellency had joined any of the early morning seaborne parties of the record plague year he would not be in any doubt as to the sanitary (or insanitary) condition of a large proportion of the houses in the native quarter. But it is not so much the condition of the city that we are concerned with now. What everybody wants is a remedy; and it is a remedy which His Excellency wisely suggests. This, again, is satisfactory; but how much more satisfactory it would have been if the Government had accepted some of the remedies suggested years ago by Government servants and private experts! When the Taipingshan area was resumed and destroyed, no provision was made for the people from these houses. Other portions of the Colony became overcrowded at once, and as the population has gone on increasing out of proportion to the dwellings provided by the landlord monopolists, these latter have been able to raise their rentals to what would have been considered fabulous times some eight or ten years ago. The result is obvious—more overcrowding, more filth, more plague. Instead of new localities being built upon, the Chinese property owners in the central portion of the town are busy raising the houses in narrow streets to heights that preclude sunlight and ventilation. What the Government should have been doing since 1894 it has not done. It cannot force landlords to go further afield and build more houses at reasonable rentals, while the poorer classes could occupy, and so relieve the congestion in the city; but it could have supported the recent proposals of the Sanitary Board to create a Trust on the lines of the Bombay Trust, and it might have provided a tramway to take the people from the centres of labour to the better ventilated and better constructed houses the Trust would have established on favourable sites. Proposals for model houses will have no more effect than Mr. Parlington's broom had on the Atlantic Ocean. The Chinese capitalist will not lease land for 75 years at the high rate His Excellency imposes in order to build model houses. Mr. W. Danby, we remember, wrote a long letter to the Chairman of the Housing Commission, which sat in 1894 and collected a mass of information—with the customary result. What Mr. Danby said then might be said with equal force now, and if His Excellency has not read the letter we would advise him to do so. We would also venture to suggest to His Excellency that while his proposed model house is a step in the right direction, it is not by this means that the Government will prevent the recurrence of these devastating plague epidemics. Dr. Clark's reports, the debates in the Sanitary Board during the past ten years or more, the public journals all contain matter which tends to prove that the whole of the Colony's sanitary system is in need of complete revision. It requires a good deal of courage perhaps for an official to accept this suggestion and to act upon it. The local officials are far too busy carrying on their ordinary duties to take up consideration of a wide question like the sanitary regeneration of the Colony. His Excellency would be well advised, therefore, if he requisitioned the Colonial Office for the services of some eminent expert on public health—there are a number of such experts attached to the Local Government Board—who could visit the Colony, see for himself its sanitary condition, take evidence from officials and unofficials, and issue an impartial report. There is, as we have said, far more to consider than the mere form and structure of a house. Among some of the points that require consideration are the purchase price and ground rents, the land, the incidence of taxation, the nationality of the property owners and whether they are resident or absentee, so far as houses pro-

perty is concerned, besides all the other ordinary questions which belong properly to the public health department of an English municipality. Very little can be done satisfactorily where new work has to be thought out and carried into practice by officials whose time is already well occupied, and where the conflicting claims of departments have to be considered first and the public welfare afterwards. With the recommendations of an expert to guide them, the continuous rule of an alert, active and wide-awake Governor to supervise them, and the money raised in the city devoted to lasting public improvements where they are most needed instead of being dissipated in the New Territory, there is no reason why the present Government staff could not effect such a change upon Hongkong as would warrant the encomiums passed upon it the other day by Mr. Chamberlain. In making these remarks, we do not imply any disparagement of Dr. Clark, our present Medical Officer of Health. On the contrary, we heartily approve of the recommendations he has made from time to time, in the conscientious discharge of his difficult and dangerous duties, and we are convinced that his hands would be strengthened rather than weakened by a thorough investigation of the Colony by another public health expert.

## LOCAL AND GENERAL.

**Notes by the Way.**  
The British dredger *St. Enoch* arrived last night from Weihaiwei, and, in we hear, to be employed in the Naval Yard Extension work.

General regret is expressed in Tientsin that His Majesty's recognition of Jim Watts' bravery did not take some other form than a C.M.G. Some people are never satisfied!

Admiral Seymour (who we congratulate on his promotion) has gone up the Yangtze to say good-bye to the Viceroy Chang Chih-tung and Liu Kan-yih.

In a match at Shanghai between the Recreation Club and the Army, there were some remarkable bowling. Gummer Oliver bowled 5.4 overs, 3 maidens, with 6 wickets for 2 runs; and Wilson (S. R. C.) bowled 10 overs, of which 7 were maidens, and obtained 1 wicket for 5 runs. His bowling was excellent and he certainly deserved to obtain more wickets. The match ended in a tie—108 runs each.

## Failing to Report Plague.

To-day, Lung Cheung, coolie, No. 1, Wa Hing Lane, was sent to prison for a month for neglecting to report a case of plague. Sergeant Garrod spoke to finding the case (a boy) on the third floor. Defendant, who was in the room with his wife, two children, and two other women, ran away.

## Stabbing.

To-day, at the Magistracy, an Indian, who is employed as a quartermaster on the *S.S. Shantung*, was sent to prison for three months for cutting and wounding a fellow quartermaster on the *Shantung*. Defendant, it appeared, was sleeping while on duty, and when checked by the complainant, chased him and cut him with a knife on the shoulder and forehead.

## Summary Court.

To-day, at the Summary Court, before Mr. Justice Wise, C. W. Marshall, manager to Messrs George R. Stevens and Co., merchants, Hongkong, sued his employers for \$950, due him as salary for the month of April. Judgment was entered for plaintiff with costs, the defendants failing to appear. A Chinese firm, named Po Hing, sued Messrs George R. Stevens and Co. for \$141.75 for goods sold and delivered. In this case also, judgment with costs was entered for plaintiffs.

## Model Chinese Houses.

His Excellency the Governor's plan of model houses for Chinese was before the Sanitary Board at its meeting last night. Mr. Osborne said the best plan to adopt in reference to these model houses was to get the opinion of persons who were likely to live in them. Europeans were not good judges, as they did not have to live in them, and he suggested that the Chinese members of the Board take the plans away with them and find out whether the style of house proposed would suit. This was agreed to.

## Japanese Tax on Sugar.

There seems to be some misapprehension among foreigners (says the *Nagasaki Press*) concerning the new tax law on sugar which goes into operation on the 1st of October next. Foreigners are inclined to believe that the new tax is an increase of the import duty, but this is not so. The new tax will be levied on sugar used for consumption in the country, and is a kind of internal revenue, having nothing whatever to do with the import duty, which has been and will hereafter be assessed just the same according to the rate of the conventional tariff. The tax on sugar will be collected from merchants and consumers, whether the sugar is imported from abroad or manufactured in the country, and must be paid at the time the sugar is withdrawn from the factories, Customs, or bonded warehouses. When this tax law becomes operative Internal Revenue officers will be dispatched to Customs and bonded warehouses at the open ports, where they will inspect the sugar and assess the tax for consumption independent of the regular Customs duties.

## LOCAL AND GENERAL.

**News from Nippon.**  
The Korean Government have granted the Japanese an area of 450 acres for a special Settlement at Masampo.

Mr. Muller, fourth engineer of the *N. D. L. S. Pryusien*, is supposed to have fallen into Yokohama harbour and been drowned.

Five Tokio papers, the *Mainichi*, *Yoroku-Choku*, *Yanato*, *Hochi*, and *Rodo Shimbun*, have been suspended for publishing articles detrimental to the public welfare.

The *N. Y. K.* steamers *Rijun Maru* and *Matsumaru Maru* were in collision in Yokohama harbour on the 18th May, the latter vessel having to be docked for repairs.

The captain of the Russian Volunteer steamer *Wladimir* and the doctor of the *Santoff* have been sentenced in absentia to six months' imprisonment for taking photographs in the proscribed zone at Nagasaki.

## To Mariners.

We would direct attention to the 'Notices to Mariners' given by Mr. A. M. Bibbes, Coast Inspector, I.M.C.

## The Alleged Bribery.

To-day, Percy Thomas Crisp, Inspector of Buildings, Public Works Department, was committed for trial on a charge of accepting a \$40 bribe from a Chinese house proprietor.

## Chinese Charity.

The Rev. Timothy Richard, at Peking, has wired to Rev. J. W. Stevenson, Director of the China Inland Mission, Shanghai, that the Shansi Governor has given T\$40,000 for the benefit of the native Protestants, and that an escort has been provided by the Governor for a party to proceed to Shanai.

## 'Is this England?'

A pathetic little story is told in reference to the wreck of the *Sh-bron*, says the *N. C. Daily News*. Before the arrival of the *Coronoid*, a large number of the passengers were encamped on the island, and the first night one little girl, before going to sleep in the tent, turned wistfully to her mother and said: 'Mother, is this England?'

## Comfortable Ambulances.

At the Sanitary Board meeting yesterday, Mr. E. Osborne pointed out that the ambulances in which the plague patients were removed, should be of a better type. It had been brought to his notice that they were extremely uncomfortable, and there was every chance of a patient dying on his way from the house to the hospital. Dr. Clark replied that they were building new ambulances, which were a great improvement on the old ones.

## The Chinese Court.

The *N. C. Daily News* of the 27th May says:—We have at last an indubitable indication that the Court is going back to Peking. Orders have come for the shipment, to commence immediately, of some 400,000 to 500,000 piculs of tribute rice to Tientsin. As long as these orders were withheld it was impossible to believe the constant reports that the Court was returning, but this is an indication that it is felt that peace is at hand, and that it is felt for the Court to return without fear of further trouble from Boxers or foreigners.

## The Kaiping Shares.

With regard to the paragraph which appeared in our Saturday's issue in connection with the Kaiping shares (says the *N. C. Daily News* of the 23rd May), we are officially informed that it is correct that every holder of a share in the Chinese Engineering and Mining Company will receive in exchange 25 shares of £1 each in the Chinese Engineering and Mining Company, Limited, a company incorporated in London with a capital of £1,000,000. Arrangements are now being made for the issue of the shares, and the new certificates will shortly be exchanged for the old share certificates in the Chinese Company.

## The Pacification of China.

The Peking correspondent of the *N. C. Daily News* wrote on the 15th May:—The fact that no definite move has yet been made to restore the Chinese military authority in Chihli does not point to a very quick return to normal conditions. The British have just arranged to take over the district to the east and south of Peking that was under the control of the American troops. The prevalence of brigandage has led to the establishment of additional posts. But the military control in Chihli has from the beginning been a conspicuous failure. There are two main reasons: (1) The policy pursued was that of mere temporizing instead of adopting a definite and vigorous plan for effective control. (2) The division into spheres of influence was an arbitrary and impracticable. The lines of delimitation divided the districts, and the local magistrates were without power and authority. The consequence has been that instead of having a peaceful people as in Peking, under definite and effective control, there has not been either a civil or a military government to protect the defenceless people in the country districts.

## TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

## CHINA AND THE POWERS.

## Peace at Last.

[By SPECIAL ARRANGEMENT WITH Der Ostasiatische Lloyd.]

PEKING, May 31.

The Emperor Kwang Hsu has signed the Imperial Edict agreeing to pay the indemnity of Tael 450,000,000 to the Allied Powers, with interest at 4 per cent.

## COUNT VON WALTERSEE.

## Preparations to Depart.

Field-Marshal Count von Waldersee's staff has been disbanded.

Count von Waldersee leaves Peking immediately, travelling to Japan from Tokyo on the cruiser *Hertha*. He will join the German transport steamer *Gera* at Nagasaki about the 15th of June, and will visit Batavia and the Seychelles on his way to Europe.

## SPEECH BY THE KAISER.

## He Thanks the Czar.

BERLIN, May 31.

Yesterday, at the officers' mess of the Foot Guards, the Emperor William made a speech, in the course of which he thanked the Czar of Russia for the service he had rendered in bringing about a settlement of the China Question.

His Majesty spoke in recognition of the difficult and thankless task performed by Field-Marshal Count von Waldersee, who had discharged his onerous duties with tact and dignity.

## FRANCE AND GERMANY.

## The Kaiser toasts the French Army.

The Emperor then welcomed the French General Bonnal, alluding to the brotherhood of arms and comradeship of the German and French troops against the common enemy in China, and concluded by proposing the toast of 'The French Army.'

General Bonnal responded to the toast, and, having referred to the co-operation of the troops, proposed the toast of 'The Emperor and the German Army.'

## GERMANY AND THE NETHERLANDS.

## Queen Wilhelmina enters Berlin in State.

Queen Wilhelmina arrived at Berlin to-day. She was accorded a great State reception, and afterwards attended a parade of the Guards.

## DEATH OF A BISMARCK.

Wilhelm Bismarck is dead.

[We presume this refers to the younger son of the late Prince Bismarck, Wilhelm Otto Albrecht, who was born at Frankfurt-on-Maine in 1852. Deceased was President of Province of East Prussia and Major *a la suite* in the Prussian army.—Ed., C.M.]

## [RUSSIAN SERVICE.]

LONDON, 26th May, 1901.

## VICE-ADMIRAL SEYMOUR PROMOTED.

Vice-Admiral Sir Edward Hobart Seymour, G.C.B., has been gazetted as Admiral of the Fleet.

## SIR ALFRED MILNER'S HONOURS.

Sir Alfred Milner has been gazetted Baron Milner of St. James and Capetown. Lord Salisbury and Baron Milner are the guests of King Edward at Windsor.

## BRITISH SOUTH AFRICA.

The British casualties in South Africa during the past week amount to 42 killed and 100 wounded.

## NAVAL BOILER EXPERIMENTS.

The Committee formed for the purpose of reporting upon boilers for the Navy have arranged that the two cruisers *H.M.S. Hyacinth*, fitted with Belleville boilers, and *H.M.S. Mine* with Scotch boilers, should compete in a full-speed trial between England and Gibraltar, the Committee accompanying them.

## WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 31st at 11.45. The latter has fallen on the China coast. Pressure high between the E. coast of China and W. Philippines. Gradients slight for E. winds on the China coast. Forecast: moderate E. winds; equally, showery.

## 'EUROPE IN CHINA.'

Letter from a Chinese Spy at Hongkong.

In view of the great changes which are coming upon China, my father intended to send me to be educated in Europe. I pointed out that I need not be sent so far away from the Flowery Land, as I happened to be aware of there being an 'Europe in China,' for so my worthy friend Dr. Bittel styles Hongkong, in bold type, across the cover of his history of that British possession. 'An uncle of mine, moreover, strongly recommended my father to be prudent, and to content himself with the nearer Europe for the present; and being generally held as a wise man, my uncle carried the point. I was forthwith sent to Hongkong, with instructions to report upon the vices which in less than a cycle have transformed a bare rock into the 'Europe in China.'

I must confess, however, that on arrival I felt rather disillusioned. Scarcely had I added, eager to embrace my friends on the wharf, when a barbarian caught hold of me. I then would believe him meant to welcome and fondle me, being probably conscious of my pro-foreign tendencies. But his manners led me to think he was a robber feeling for my purse. In this I was mistaken. He was an excise officer, searching for opium, although I swore I hailed neither from Peking nor Benares. He headed not, and proceeded to handle serious sedition and treason in the same manner, to their disgust and indignation.

What next impressed me much was a procession of huge baskets, painted black, with this simple inscription in large letters: 'S.B.' which, I was told, stood for Salubrious Baskets. Salubrious they were in one sense, for they cleared the way as nothing else did along the densely crowded thoroughfares. A European lady, near by, almost fainted. A gentleman, escorting her, looked impressibly disgusted. Even a soldier seemed to fear those baskets. Surely, thought I, they contained some horrible monsters. But a friend, holding his nose, muttered that monsters were those who thus impeded the health of the community. Presently one of the baskets almost brushed past me, emitting a stench which choked me. Then we ran away, my friend breathlessly remarking that Confucius was quite right in saying that a bad Government is more to be feared than a tiger. Pressed for explanation, my friend said that the baskets belonged to the Sanitary Board, and contained infected clothing and bedding of plague patients, which were being brought from one end of 'Europe in China' to the other to the disinfectant. A Chinese member of the Sanitary Board, my friend added, objected to this practice, which he considered dangerous to the public health. This Chinese gentleman is one of those whom my conservative uncle would like to see decapitated. He would be a most dangerous Reformer, for his views are more Europeanized than those of the Europeans themselves. For example, it was a European and a medical member of the Sanitary Board who proved the fallacy of his new-fangled theory concerning the Salubrious Baskets on the ground that the Chinese feared them not. It would be a glaring inconsistency if they did—the people who only last year bore the brunt of European and American. It is on the side of the Europeans that I adopt an inconsistency. At Peking, they look right and left, in 'Europe in China' they destroy nothing, but even disinfect next.

Yet, my friend, instead of being grateful for this paternal forbearance and solicitude, vaguely blames the government for being out-wisely, dollar-foolish, and oblivious of the principle that public welfare is the supreme law, and that personal inconvenience must give way to public convenience, the relevancy of which I fail to perceive.

Though the worthy European doctor recognizes that the Chinese are not so cowardly as to fear an invisible enemy like the plague, the measures adopted by the Sanitary Board sometimes do tend to show that his less enlightened colleagues fail to do us justice, particularly the unofficial ones.

I am sorry I cannot return the doctor's compliment, as the Europeans fear a dead Chinaman in a plague box more than they would an army of Boxers. They maintain a benevolent apathy so long as only the Chinese fall victims. It is only when a few of them suppose that the Europeans raise a hue-and-cry, as is the case this year.

My conservative uncle ought to be told that even the plague is susceptible of improvement. It is now attacking the Europeans right and left. If it goes on like this, I need not say the foreigners, as the plague is a friend and ally of the Boxers, and, like them, injurious to at least in this 'Europe in China.'

After you had succeeded in swallowing my one pint of new, sparkling Cod Liver Oil, what proportion of the pint did you imagine had accomplished the work for which you swallowed it? It would doubtless surprise you to know that the whole of that pint really worked less than one-eighth of a teaspoonful of actual medicine, and that the balance, after settling your digestion, had been expelled to its entirety.

In Stearns' Wine of Cod Liver Oil we guarantee that one eighth of the spoonful of the really medicinal part of Cod Liver Oil, and give it to you dissolved in a tasty, delicate dietetic wine, without the least taint of fishy oil.

Any one of the many Physicians who prescribe Stearns' Wine of Cod Liver Oil will tell you about it, or a trial bottle will demonstrate its real value to your own delicate digestion.

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## A CHINESE EDITOR TO HIS CRITICS.

As an illustration of Chinese wit and sarcasm, the following is not a bad sample. One might have been tempted to think that editors in the Orient are spared the sorrows and emuls which their brethren in the West have constantly to endure. But it seems not, unless this particular 'knight of the quill' is an exception. Graded to despatch by the oft-repeated charge that he was giving too much space in his paper to the new-fangled ideas and ways commonly called 'Reform,' he can stand no more, and thus replies.

He begins by acknowledging his error, and promises 'in the future that nothing which may be described as new will appear in his columns; thereby preventing people's understandings from being enlightened. None but bigoted members of the conventional *literati* will ever be called to the editorial chair. 'We shall strictly confine ourselves to the affairs of the last dynasty, carefully avoiding all references to the family that now rules China. 'We shall give special attention to fortune-telling, vituperate and kindred subjects of the truth of which no one has any doubt. A place of supreme importance will be given to the revered teachings of economy, and we shall show that a man's good luck or misfortune is controlled by the stars. 'We shall respectfully beg His Majesty







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Hongkong, May 30, 1901. 1150

HAMBURG-AMERIKA LINIE.  
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THE Steamship  
LYEEMOON,  
Captain TH. LEHMANN, will be despatched for the above Port on MONDAY, the 3rd June, at 5 p.m.  
This Steamer has superior Accommodation for First and Second-Class Passengers.  
For Freight or Passage, apply to  
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Agents.  
Hongkong, May 30, 1901. 1153

## SHIPPING.

FOR JAP, SAIPAN, GUAM, PONAPE  
AND THE EASTERN CAROLINE  
ISLANDS.

THE Vessel  
LOUISE J. KENNY  
will be despatched for the above Ports on or about June 3rd.  
For Freight, apply to  
B. J. BARLOW,  
Agent,  
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Hongkong, May 29, 1901. 1155

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.  
FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.

THE Co.'s Steamship  
SYDNEY  
Captain AUBERT, will be despatched for the above Ports on or about TUESDAY  
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Silk and Valuable Cargoes for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
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Shippers are particularly requested to  
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WEEKLY NEWS  
FOR HOME.

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White Violets  
Extract

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delicate perfume is  
persistent as an  
Extract for the  
handkerchief  
while as a  
Soap, and  
Powder,  
it has been  
adopted by the  
most refined  
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RIGAUD & Co.  
10,000  
White Violets  
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FOR  
MARSEILLES ..... W. HAYWARD, R.N.R. .... Noon, 31st May.  
& LONDON ..... G. W. GORDON, R.N.R. .... About 4th June.

SHANGHAI ..... C. L. DANIEL ..... About 7th June.  
LONDON, &c., ..... F. W. VERRILL, R.N.R. .... Noon, 8th June.

MARSHILLES &  
LONDON ..... T. H. HIDE, R.N.R. .... About 14th June.

\* See Special Advertisement. † For Freight only.  
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ANPING MARU,  
Captain S. ARSAMI, will be despatched for the above Ports on WEDNESDAY, the  
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Hongkong, May 29, 1901. 1114

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND  
SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.  
Nippon Maru, (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama & Honolulu) 11, at Noon.

America Maru, (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea, Yo-  
kohama & Honolulu) 4, at Noon.

Hongkong Maru, (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Honolulu) 20, at Noon.

THE Twin-Screw S. S. NIPPON  
MARU will be despatched for SAN  
FRANCISCO, via SHANGHAI, NAGA-  
SAKI, KOBE, INLAND SEA, YOKO-  
HAMA and HONOLULU, on TUES-  
DAY, the 4th June, 1901, at Noon,  
taking Freight and Passengers for Japan,  
the United States, and Europe.

Steamers of this line pass through the  
INLAND SEA OF JAPAN, and call at  
HONOLULU, and Passengers are allowed  
to break their journey at any point en route.  
Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of steamers and to the prin-  
cipal cities of the United States or Canada.  
Rates may be obtained on application.

Passengers holding through ORDERS  
TO EUROPE have the choice of Overland  
Rail routes from San Francisco, including  
the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also  
the CANADIAN PACIFIC RAILWAY, or pay-  
ment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVER-  
LAND CITIES in the United States have  
between San Francisco and Chicago, the  
option of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO  
GRANDE, and other direct connecting Rail-  
ways, and from Chicago to destination the  
choice of direct lines.

Particulars of the various routes can be  
had on application.  
Special Rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials  
and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via  
Overland Railway, to Havana, Trinidad,  
and Demerara, and to ports in Mexico,  
Central and South America, by the Com-  
pany's and connecting Steamers.  
Freight will be received on board until  
4 p.m. the day previous to sailing. Par-  
cel Packages will be received at the Office  
until 4 p.m. the day previous to sailing.  
The contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.  
For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, May 29, 1901. 1156

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR ANPING, VIA SWATOW AND  
AMOY.

THE Company's Steamship  
MAIZU MARU,  
Captain K. SAKAMURA, will be despatched  
for the above Ports on WEDNESDAY, the  
12th June.

For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, May 30, 1901. 1157

THE UNITED STATES AND CHINA  
JAPAN S. S. LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
INDRANI  
will be despatched for the above Port on  
or about 25th June, 1901.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, May 16, 1901. 1061

SHEWAN, TOMES & Co.'s NEW YORK  
LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
AKARA  
will be despatched for the above Port on or about 1st August,  
1901.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, May 15, 1901. 1040

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR ANPING, VIA SWATOW AND  
AMOY.

THE Company's Steamship  
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For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, May 15, 1901. 1040

## Shipping.

## U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND  
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS  
AND ATLANTIC AND OTHER CONNECTING STEAMERS;  
VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

THE O. & O. Company's Steamship DORIC will be despatched for SAN FRAN-  
CISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA  
and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan,  
the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at  
HONOLULU, and Passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the Principal Cities of the United States or Canada.  
Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Over-  
land and Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN  
PACIFIC RAILWAYS; also, the CANADIAN PACIFIC RAILWAY on payment  
of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have,  
between San Francisco and Chicago, the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other  
direct connecting Railways, and from Chicago to destination, the choice of direct lines.  
Particulars of the various routes can be had on application.

Special Rates (First Class only) to European Ports, are granted to Missionaries,  
members of the Naval, Military, Diplomatic and Consular Services, and European  
Civil Service officials located in Asia, and to European officials in the service of the  
Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (First Class  
only) are granted and will apply only to Missionaries, members of the Naval and  
Military Services, and to Consular and Diplomatic officials of the Governments of  
China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have  
paid full-fare from San Francisco to the Orient to the United States, Canada or  
Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time  
within twelve months, will be allowed a reduction of ten per cent from fare, San  
Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-fare from  
the United States, Canada or Europe, to a port of call in Japan or China, and  
re-embark at such port of call for return voyage to any time within twelve months will  
be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and  
other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United  
States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in  
Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received at the office until 5 p.m. the day previous to sailing. Parcel  
Packages will be received on board until 4 p.m. the day previous to sailing. All Parcel  
Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany consignment of cargo or parcel (valued at \$100  
or over) destined to ports beyond San Francisco in the United States should be  
sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
Herein the invoice will be sufficient for cargo or parcel (each shipment) when the  
value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the  
Companies, Queen's Buildings.  
Hongkong, May 27, 1901. GEO. BOKLEY, Acting Agent. 980

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID,  
NAIFES, GENOA, ANTWERP, BREMEN, HAMBURG, &c.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.  
HAMBURG (HAMBURG-AMERIKA LINIE) THURSDAY, 13th June.  
SACHSEN THURSDAY, 27th June.

RIEDELSCHE (HAMBURG-AMERIKA LINIE) THURSDAY, 11th July.  
BAYERN THURSDAY, 25th July.

KONIGSGART THURSDAY, 8th August.  
KUNIG ALBERT THURSDAY, 22nd August.

PRINZESS IRENE THURSDAY, 5th September.  
PRINZ HEINRICH THURSDAY, 19th September.

HAMBURG (HAMBURG-AMERIKA LINIE) WEDNESDAY, 26th October.  
SACHSEN WEDNESDAY, 30th October.

RIEDELSCHE (HAMBURG-AMERIKA LINIE) WEDNESDAY, 13th November.  
BAYERN WEDNESDAY, 27th November.

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship  
HAMBURG, of the HAMBURG-AMERIKA LINIE, Captain P. MACRY, with MAILS,  
PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at  
NAIFES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 11th June, Cargo  
and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 13th June,  
and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 13th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than  
\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.  
Linen can be washed on board.

For further Particulars, apply to  
Norddeutscher Lloyd.  
Melchers & Co., Agents.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LOYD.

OSTATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,  
LONDON, LIVERPOOL, GLASGOW, TENERE, GENOA, PORTS IN THE LEVANT;  
BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.  
CALLING AT SINGAPORE AND COLOMBO.

S.S. Wittenberg, 12th June, Freight.  
Capt. HEMPEL.

FOR HAVRE, AND HAMBURG.  
CALLING AT SINGAPORE.

S.S. Nürnberg, 25th June, Freight.  
Capt. MAYER.

S.S. Sambia, 29th July, Freight.  
Capt. SCHMIDT.

For further particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
Queen's Buildings, No. 1. 734

CHINA NAVIGATION CO.,  
LIMITED.

FOR  
STEAMERS. TO SAIL.  
ILOILO AND CEBU KAPOONG 4th June.

MANILA AND ILOILO SURABAYA 4th June.

WEIGAWI AND TIENSIN KWEIYANG 5th June.

MANILA MELBOURNE 10th June.

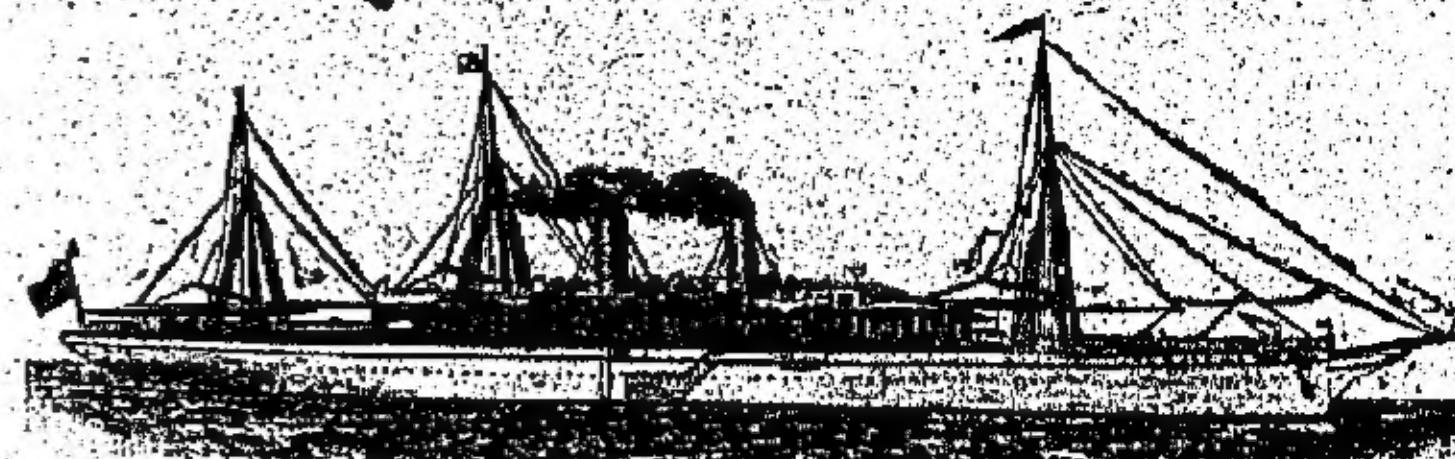
PORT DARWIN, THURSDAY 13-  
LAND, CROOKY, TOWNS-  
VILLE, BRISBANE, SYDNEY &  
MELBOURNE.

\* The attention of Passengers is directed to the Superior Accommodation offered  
by these Steamers, which are fitted throughout with Electric Light. A fully qualified  
Surgeon is carried.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, May 29, 1901. 75

## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 13 knots.

Proposed Sailings from Hongkong.  
(Subject to Alteration.)

EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 5th June/1901  
EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th June/1901  
EMPRESS OF JAPAN...Comdr. H. PYLE, R.N.R. WEDNESDAY, 17th July/1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO  
VANCOUVER (B.C.) in 49 DAYS, serving THREE DAYS to a WEEK in the  
Trans-Pacific journey, and make connection at Vancouver with the PALATIAL  
IMPERIAL LIMITED, TRAINS of the CANADIAN PACIFIC RAILWAY, which  
leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC  
WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal,  
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which pas-  
sengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL  
STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS  
TRANS-CONTINENTAL TRAINS (the Company having received the highest award  
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT  
MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and  
operated by the Company, and their appointments and Cuisine are unequalled.

## Special Extra Service.

The Company's Extra Steamers "ATHENIAN" and "TARTAR" have now been  
placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as  
additional sailings, leaving Hongkong as follows:—  
"ATHENIAN" ...3,882 Tons...Comdr. H. BOWEN...WEDNESDAY, 12th June.  
"TARTAR" ...4,428 Tons...Comdr. G. D. BOWEN...WEDNESDAY, 19th June.  
(Calling at MOI, KOBE and YOKOHAMA.)

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.  
In addition to their excellent Saloon Passenger accommodation, these steamers are  
especially adapted for SUP CLASS EUROPEAN PASSENGERS, and usually make  
the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Booklets, Rates of Freight and Passage,  
apply to  
D. E. BROWN, General Agent,  
PADDER STREET. 1112

## NORTHERN PACIFIC STEAMSHIP CO.

Proposed Sailings from Hongkong.  
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Bromet	3901	W. Watt	June 7
Duke of York	3821	J. S. Cox	June 26
Olympic	3557	J. Trubridge	July 18

THE attention of passengers is directed to the very cheap rates offered by this Line  
to the PACIFIC COAST and to the INTERIOR, and EASTERN CITIES of the  
UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £2.  
Excellent accommodation. First class Table, Doctor and Stewardess carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL  
LINES.

HONGKONG TO NEW YORK, £4.  
The Railroad travelling is second to none on the American Continent; two trans-  
continental routes daily from TACOMA. Direct Cars attached to trans-continental trains  
day and night; Tacoma to New York in 41 days. Magnificent Scenery of the Rocky  
and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £3.  
The best route to the KONTYNE Gold Fields. Frequent sailings from Victoria,  
Tacoma to DYER and SEYMOUR.

Rates of Passage to other Ports on application.  
Special rates allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
Dodwell & Co., Limited, General Agents.

Hongkong, May 27, 1901. 429

## OCEAN STEAMSHIP COMPANY

OUTWARDS.  
FROM  
GLASGOW AND LIVERPOOL ... STEAMERS ... 11th June.  
GLASGOW AND LIVERPOOL ... ALICIA ... 14th June.

IN  
LIVERPOOL Direct ... STEAMERS ... 20th June.  
(Taking Cargo at London Rates.) ... 24th June.

LONDON ... DARWIN ... 11th June.<







